

CALIFORNIA HIGH-SPEED TRAIN

Project Environmental Impact Report /
Environmental Impact Statement

SUPPLEMENTAL San Jose to Merced Section Alternatives Analysis Report

May 2011



**California High-Speed Train Project
Environmental Impact Report /
Environmental Impact Statement**

**San Jose to Merced
SUPPLEMENTAL ALTERNATIVES
ANALYSIS REPORT**

Prepared by
Parsons

May 2011

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ABBREVIATIONS/ACRONYMS

AA.....	Alternatives Analysis
Amtrak	National Railroad Passenger Corporation
Authority	California High-Speed Rail Authority
BART	Bay Area Rapid Transit District
BNSF	Burlington Northern Santa Fe Railway
Caltrain	Peninsula Corridor Joint Powers Board Caltrain
Caltrans.....	California Department of Transportation
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CGS.....	California Geological Survey
CHSTP.....	California High-Speed Train Project
CNG	Compressed Natural Gas
CNPS.....	California Native Plant Society
CRHR	Californian Register of Historic Places
CWA.....	Clean Water Act
EIR.....	Environmental Impact Report
EIS.....	Environmental Impact Statement
EMT	Engineering Management Team
FEMA.....	Federal Emergency Management Agency
FRA.....	Federal Railroad Administration
GIS	Geographic Information System
HOV	High Occupancy Vehicle
HST.....	High-Speed Train
MPH	Miles per Hour
NB.....	Northbound
NEPA.....	National Environmental Policy Act
NRHP	National Register of Historical Places
PMT	Program Management Team
RCP.....	Reinforced concrete pipe
ROW	Right-of-Way
SB.....	Southbound
SR.....	State Route
SWG.....	Stakeholder Working Group
TAMC	Transportation Agency of Monterey County
TM	Technical Memorandum
TOD	Transit-Oriented Development
USGS.....	United States Geological Survey
UPRR.....	Union Pacific Railroad
VTA.....	Santa Clara Valley Transportation Agency

EXECUTIVE SUMMARY SUPPLEMENTAL ALTERNATIVES ANALYSIS SAN JOSE TO MERCED

ES.1 RESULTS FROM THE SUPPLEMENTAL ALTERNATIVES ANALYSIS

This May 2011 San Jose to Merced Supplemental Alternatives Analysis (AA) Report updates the Preliminary AA Report that the California High-Speed Rail Authority (Authority) issued for the San Jose to Merced high-speed train (HST) section in June 2010.

This Supplemental AA has been prepared to document additional development and refinement of alignments and design options for the Morgan Hill to Gilroy, Pacheco Pass, and San Joaquin Valley subsections, recommending alternatives and design options to be further studied through the environmental process. Alignment and design option revisions are discussed below by subsection.

The Authority and City of San Jose are currently working collaboratively with Community Working Groups to develop Visual Design Guidelines for the City of San Jose. Further analysis for the San Jose Station Approach and Monterey Highway subsections will occur before future recommendations are made for these two subsections.

Morgan Hill to Gilroy Subsection

- East of UPRR to Downtown Gilroy Alignment Alternative, East of UPRR to East Gilroy Alignment Alternative, and US 101 to Downtown Gilroy Alignment Alternative: At the request of the cities of Morgan Hill and Gilroy, an additional design option has been developed placing the alignment at-grade in the Morgan Hill and/or Gilroy areas. For proposed underpasses to meet adjacent parallel roads at-grade (e.g., Monterey Road), this design option would involve partially raising the HST and Union Pacific Railroad (UPRR) tracks up to 15 feet in Morgan Hill and Gilroy.
- East of UPRR to Downtown Gilroy Alignment Alternative and US 101 to Downtown Gilroy Alignment Alternative: At the request of the City of Gilroy, an additional design option is under development for a partially covered trench in Downtown Gilroy. Fire/Life/Safety and ventilation considerations will need to be taken into account.
- US 101 to East Gilroy Alignment Alternative and East of UPRR to East Gilroy Alignment Alternative: At the request of the City of Gilroy, an aerial design option has been developed near the proposed East Gilroy/Leavesley Road HST station to accommodate the existing and a planned future roadway network.

Pacheco Pass Subsection

- The Refined Program Alignment Alternative and the Close to 152 Alignment Alternative have been refined to avoid some potential landslide areas in the western portion of the Pass.

San Joaquin Valley Crossing Subsection

- In response to concerns expressed by farming interests regarding impacts to agricultural land and businesses, a Henry Miller Road/SR 152/Avenue 21 Alignment Alternative has been developed that would travel from Henry Miller Road to just south of SR 152 for 4½ miles and then turn south to connect to the Ave 21 wye of the Merced to Fresno Section. The Authority will continue to work with the community to seek out additional feasible alternatives for the wye connection.

ES.2 COMMUNITY OUTREACH

Following release of the Preliminary AA Report on June 3, 2010, the project team has held over 80 meetings with elected officials and staff, other key stakeholders, and the public throughout the San Jose to Merced Section. Total attendance at the public meetings was over 870 participants.

The project team heard consistent overall concerns across the corridor including: impacts to agriculture; local roads, connectivity, and access; right-of-way, eminent domain, and impacts to property values; noise/vibration; future station area development plans; visual impacts; and impacts to wildlife/biological resources. These concerns were expressed at meetings and through written correspondence in the form of comment cards, letters, and e-mails. The team conveyed that each of these concerns will be studied in greater detail in the Draft Environmental Impact Report/Statement (EIR/EIS). Comments were also made regarding overall project funding and ridership projections.

Outreach activities (including the San Jose Visual Design Guidelines Community Working Group process, the South Santa Clara County Community Engagement workshops, and additional public meetings regarding this Supplemental AA) will continue to occur throughout the corridor in 2011 to obtain agency and public feedback to inform the Draft EIR/EIS.

ES.3 RECOMMENDATIONS

The staff makes the following recommendations to the Board. These recommendations are summarized in Table ES-1 including the alignment and design option names, AA recommendations, reasons, and environmental /other concerns. Changes between the Preliminary and Supplemental AA are bolded. The alignments, design options, and stations recommended to be carried forward are shown on Figure ES-1.

Morgan Hill to Gilroy

- East of UPRR to Downtown Gilroy Alignment Alternative (design options: aerial, **at-grade**, open trench, and **partially covered trench**.)
- US 101 to Downtown Gilroy Alignment Alternative (design options: aerial, **at-grade in Gilroy**, open trench, and **partially covered trench**.)
- East of UPRR to East Gilroy Alignment Alternative (design options: **at-grade in Morgan Hill** and **aerial in East Gilroy station area**)
- US 101 to East Gilroy Alignment Alternative (design options: at-grade, **aerial in East Gilroy station area**)
- Gilroy Downtown Station (design options: aerial, **at-grade**, trench)
- East Gilroy Station (design options: at-grade, **aerial**)

Pacheco Pass

- Close Proximity to SR 152 Alignment Alternative - **refined for potential landslide areas in the western portion of the Pass**
- Refined Program Alignment Alternative - **refined for potential landslide areas in the western portion of the Pass**

San Joaquin Valley Crossing

- Henry Miller Road to Avenue 24 Alignment Alternative
- Henry Miller Road to Avenue 21 Alignment Alternative
- **Henry Miller Road/SR152/Avenue 21 Alignment Alternative**

Wye to Merced

- Refer to Board actions from August 2010 Merced to Fresno Supplemental AA

Table ES-1: Alignment Alternatives and Station Location Options Considered

ALIGNMENT ALTERNATIVE/STATION LOCATION AND DESIGN OPTIONS	DECI- SION		REASONS FOR ELIMINATION*							ENVIRONMENTAL/OTHER CONCERNS
	Carried Forward	Withdrawn	Construction	Incom- patibility	Right-of-way	Connectivity/ Accessibility	Revenue/ Ridership	Alignment Eliminated**	Environment	
San Jose Station Approach Subsection										
For this Subsection, staff will Report to the Board in the future following completion of Visual Design Guidelines for City of San Jose										
Monterey Highway Subsection										
For this Subsection, staff will Report to the Board in the future following completion of Visual Design Guidelines for City of San Jose										
Morgan Hill to Gilroy Subsection										
East of UPRR to Downtown Gilroy (Program Alignment)	X									Residential/business displacements; Biological, cultural and agricultural resources
• Design Options in Gilroy: (aerial, at-grade , trench, partially covered trench)										
• Design Options in Morgan Hill:(aerial and at-grade)										
US 101 to Downtown Gilroy	X									Residential/business displacements; Biological, cultural, agricultural, parkland and visual resources
• Design Options in Gilroy: (aerial, at-grade , trench, partially covered trench)										
Gilroy Station Loop		X							P	Residential/business displacements; Biological, cultural, agricultural, parkland and visual resources; High capital costs; Community concerns
US 101 to East Gilroy	X									Residential displacements; Biological, cultural, parkland and agricultural resources
• Design Options in East Gilroy station area: (at-grade, aerial)										
East of UPRR to East Gilroy	X									Residential/business displacements; Biological, cultural and agricultural resources
Design Options in Morgan Hill: (aerial, at-grade)										
• Design Options in East Gilroy station area: (at-grade, aerial)										
Notes: *Reason: Primary (P) and secondary (S) reasons for elimination. **Alignment Eliminated column only applies to station locations. If an alignment is eliminated, a specific station location may no longer be necessary.										

Table ES-1: Alignment Alternatives and Station Location Options Considered

ALIGNMENT ALTERNATIVE/STATION LOCATION AND DESIGN OPTIONS	DECI- SION		REASONS FOR ELIMINATION*							ENVIRONMENTAL/OTHER CONCERNS	
	Carried Forward	Withdrawn	Construction	Incom- patibility	Right-of-way	Connectivity/ Accessibility	Revenue/ Ridership	Alignment Eliminated**	Environment		
Morgan Hill-Gilroy Subsection (continued)											
Station Location Options											
Morgan Hill (4-track)		X							P	Visual resources; Agency concerns	
Downtown Gilroy (4-track)	X									Business displacements; cultural and visual resources	
• Design Options: (aerial, trench, at-grade, partially covered trench)											
Downtown Gilroy (2-track)		X							P	Cultural and visual resources	
East Gilroy (4-track)	X									Biological, agricultural and visual resources	
• Design Options: (at-grade, aerial)											
Morgan Hill US 101 at Cochrane (Four-track)		X							P	Agency concerns	
Pacheco Pass Subsection											
Refined Program Alignment	X									Residential / business displacement, biological, agricultural and parkland resources – refined to avoid potential landslide areas in the western portion of the Pass	
Close Proximity to SR 152	X									Residential / business displacement, biological, agricultural and parkland resources – refined to avoid potential landslide areas in the western portion of the Pass	
Notes: *Reason: Primary (P) and secondary (S) reasons for elimination. **Alignment Eliminated column only applies to station locations. If an alignment is eliminated, a specific station location may no longer be necessary.											

Table ES-1: Alignment Alternatives and Station Location Options Considered

ALIGNMENT ALTERNATIVE/STATION LOCATION AND DESIGN OPTIONS	DECI- SION		REASONS FOR ELIMINATION*							
	Carried Forward	Withdrawn	Construction	Incom- patibility	Right-of-way	Connectivity/ Accessibility	Revenue/ Ridership	Alignment Eliminated**	Environment	
ENVIRONMENTAL/OTHER CONCERNS										
San Joaquin Valley Crossing Subsection										
Henry Miller Road to Avenue 24 (Revised Program Alignment)	X									Residential displacements; Biological and agricultural resources; Agency concerns
SR 140		X		S					P	Residential/business displacements; Biological, agricultural & parkland resources; Increased travel time
South of GEA		X							P	Biological, agricultural and parkland resources; Residential/business displacements; Results in additional time and distance with resulting costs and impacts
Henry Miller Road to SR 152		X	P							Constructability issues; Residential/business displacements; Biological and agricultural resources; Agency concerns
Henry Miller Road to Avenue 21	X									Residential displacements; Biological and agricultural resources
Henry Miller Road to Avenue 22		X	P						S	Residential displacements; Biological and agricultural resources; Agency concerns
Henry Miller Road/SR 152/ Avenue 21	X									Residential displacements; Biological and agricultural resources.
Notes: *Reason: Primary (P) and secondary (S) reasons for elimination. **Alignment Eliminated column only applies to station locations. If an alignment is eliminated, a specific station location may no longer be necessary.										

Figure ES-1: Alignment and Station Alternatives to be Carried Forward



1.0 SUPPLEMENTAL ALTERNATIVES ANALYSIS REPORT

This May 2011 San Jose to Merced Supplemental Alternatives Analysis (AA) Report updates the Preliminary AA Report that the California High-Speed Rail Authority (Authority) issued for the San Jose to Merced high-speed train (HST) section in June 2010.

This Supplemental AA has been prepared to document additional development and refinement of alignments and design options between the Morgan Hill to Gilroy subsection and the Merced to Fresno wye, recommending alternatives and design options to be further studied through the environmental process.

The Authority and City of San Jose are currently working collaboratively with Community Working Groups to develop Visual Design Guidelines for the City of San Jose. Further analysis for the San Jose Station Approach and Monterey Highway subsections will occur before future recommendations are made for these subsections.

Alignment and Design Option revisions include the following:

Morgan Hill to Gilroy Subsection

- East of UPRR to Downtown Gilroy Alignment Alternative and US 101 to Downtown Gilroy Alignment Alternative: At the request of the cities of Morgan Hill and Gilroy, an additional design option has been developed placing the alignment at-grade in the Morgan Hill and Gilroy areas. In order for proposed underpasses to meet at-grade the parallel roadways (e.g. Monterey Road) to the HST alignment in these communities, this design option would involve partially raising the HST and the Union Pacific Railroad tracks between 10 to 15 feet.
- East of UPRR to Downtown Gilroy Alignment Alternative and US 101 to Downtown Gilroy Alignment Alternative: At the request of the City of Gilroy, an additional design option is under development for a partially covered trench in Downtown Gilroy. Fire/Life/Safety considerations will need to be taken into account. The portions to be potentially covered would be placed at intervals to minimize or eliminate ventilation requirements, and the covering would be designed to accommodate low rise or surface improvements (e.g., parklands).
- US 101 to East Gilroy Alignment Alternative and East of UPRR to East Gilroy Alignment Alternative: At the request of the City of Gilroy, an aerial design option has been developed near the proposed East Gilroy/Leavesley Road HST station to accommodate the existing and the planned future roadway network.

Pacheco Pass Subsection

- The Refined Program Alignment Alternative and the Close to 152 Alignment Alternative have been refined to avoid some potential landslide areas in the western portion of the Pass.

San Joaquin Valley Crossing Subsection

- In response to concerns expressed by farming interests regarding impacts to agricultural land and businesses, a Henry Miller Road/SR 152/Avenue 21 Alignment Alternative has been developed that would travel from Henry Miller Road to run just south of SR 152 for 4½ miles and then turn south to connect to the Ave 21 wye of the Merced to Fresno Section.

1.1 Community Outreach

Following release of the PAA Report on June 3, 2010, the project team has held over 80 meetings with elected officials and staff, other key stakeholders, and the public throughout the San Jose to Merced Section. Total attendance at the public meetings was over 870 participants. A listing of these meetings is included in Appendix A.

The project team heard consistent overall concerns across the corridor, including: impacts to agriculture; local roads, connectivity, and access; right-of-way, eminent domain, and impacts to property values; noise/vibration; future station area development plans; visual impacts; and impacts to wildlife/biological resources. These concerns were expressed at meetings and through written correspondence in the form of comment cards, letters, and e-mails. The team conveyed that each of these concerns will be studied in greater detail in the Draft Environmental Impact Report/Statement (EIR/EIS). Comments were also made regarding overall project funding and ridership projections.

Outreach activities (including the San Jose Visual Design Guidelines Community Working Group process, the South Santa Clara County Community Engagement workshops, and additional public meetings regarding this Supplemental AA) will continue to occur throughout the corridor in 2011 to obtain agency and public feedback to inform the Draft EIR/EIS.

Morgan Hill to Gilroy Subsection

Corridor Cities

- The City of Morgan Hill has expressed concerns regarding the impacts of the East of UPRR aerial alignment through the City. The US 101 alternatives (to Downtown Gilroy or to East of Gilroy) were identified in the Preliminary AA in response to these concerns. Subsequent to the Preliminary AA, Morgan Hill requested that an at-grade alternative East of the UPRR from Cochrane Road to south of Morgan Hill be developed and evaluated.
- The City also noted that, while it concurs with the HST station to be in Gilroy, the station location itself should not dictate the alignment through South County. If the two alternative Gilroy station locations prove infeasible due to right-of-way constraints or other insurmountable design constraints, then Morgan Hill would support consideration of other alternatives.

- The City of Gilroy has expressed concerns regarding the impacts of the East of UPRR aerial alignment through the City and the impacts of an HST station on its downtown and neighborhoods. The City requested that an HST trench through downtown be evaluated, and this alternative was proposed in the Preliminary AA to be carried forward. Subsequent to the Preliminary AA, Gilroy requested that the Authority investigate the feasibility of partially covering the trench in downtown Gilroy and develop and evaluate an at-grade alternative option for the East of UPRR alignment alternative from Masten Avenue to south of Gilroy.

The City also requested that an aerial alignment be developed and evaluated near the East of Gilroy Station to provide for grade separation of the HST and the existing and proposed future roadway.

Unincorporated Santa Clara County

- The Planning and Development Department of Santa Clara County stated its concern that the east Gilroy alignments and station option could significantly change the visual character and rural ambiance of that area and have more impacts on agricultural land than the East of UPRR alternative. The Department also stated its concerns that the at-grade East of UPRR alignment through Coyote Valley could block wildlife passage and be in conflict with the Habitat Conservation Plan.
- The Roads and Airports Department of Santa Clara County requested that the high-speed train design team work jointly with Santa Clara County and cities in determining proposed road modifications, reroutes, and new road connectors to support proposed road closures.
- The Parks and Recreation Department of Santa Clara County requested additional evaluation of proposed alignments' potential impacts to County parkland, including existing and proposed park facilities that may be displaced; easements and leaseholds; and recreational, natural and regional parkland resources, and the Santa Clara County Countywide Trails Master Plan.
- The Local Agency Formation Commission of Santa Clara County (LAFCO) stated its concerns regarding areas of conflict between the proposed East Gilroy station location and LAFCO policies. LAFCO encouraged the Authority to consider alternative station locations that are more consistent with LAFCO policies, state law, and other local/regional inter-jurisdictional goals, plans and policies.
- Local residents in the East of Gilroy Area expressed concerns regarding impacts to their homes and quality of life, impacts to agricultural lands, reduced access to properties, decreased property values, eminent domain, and the property acquisition process; noise mitigation; criteria for the selection of a final alignment; and the viability of project funding and projected ridership figures.

Monterey County

- The Transportation Agency for Monterey County (TAMC) stated its support for a downtown Gilroy station to facilitate connections with regional and local transit services.

Pacheco Pass Subsection

- The State Department of Water Resources expressed concerns regarding the displacement of storage capacity in the San Luis Reservoir, dam safety, water quality, and environmental and reservoir operational impacts related to the construction of a large embankment in Cottonwood Bay. The embankment is necessary to cross an existing fault line per project criteria.

San Joaquin Valley Crossing Subsection

- Citizens of Los Banos, Dos Palos, Chowchilla and Merced, along with Preserve Our Heritage and the Nisei Farmers League and other agricultural representatives have expressed concerns regarding the impacts of HST on agricultural land and businesses and have stated a preference for an alignment alternative that would follow SR 152 – an existing transportation corridor

2.0 RECOMMENDATIONS REGARDING ALIGNMENT ALTERNATIVES, DESIGN OPTIONS AND STATIONS

2.1 Previously Concurred-Upon Alignment Alternatives

To facilitate the analysis of potential alignment alternatives, station locations and design options, the San Jose to Merced HST Section was divided into six subsections. The approximate geographic limits for each subsection were chosen at points where the HST alignment alternatives meet, such that alignment alternatives for each subsection could be “mixed and matched” with those from each adjacent subsection. This Supplemental AA is an update to the following subsections, listed below, south to north (west to east). (Information contained in the Merced to Fresno Supplemental AA is also provided.)

- Morgan Hill to Gilroy
- Pacheco Pass
- San Joaquin Valley Crossing

The alternatives previously identified to be carried forward for environmental analysis for the San Jose to Merced Section in the Preliminary AA were:

Morgan Hill to Gilroy

- East of UPRR to Downtown Gilroy (Program Alignment)
- US 101 to Downtown Gilroy
- US 101 to East of Gilroy
- East of UPRR to East Gilroy
- Downtown Gilroy HST Trench Design Option

Pacheco Pass

- Close Proximity to SR 152
- Refined Program Alignment

San Joaquin Valley Crossing

- Henry Miller Road to Avenue 24 (Refined Program Alignment)
- Henry Miller Road to Avenue 21

The HST stations recommended for continued study in these subsections were:

- Downtown Gilroy (Four-Track) - Aerial
- Downtown Gilroy (Four-Track) - Trench
- East Gilroy (Four-Track) – At-Grade

Figures 2-1 through 2-3 illustrate the previously concurred-upon alignments and stations for these subsections.

Figure 2-1: Previously Concurred Upon Alignment Alternatives and Station Location Morgan Hill to Gilroy Subsection

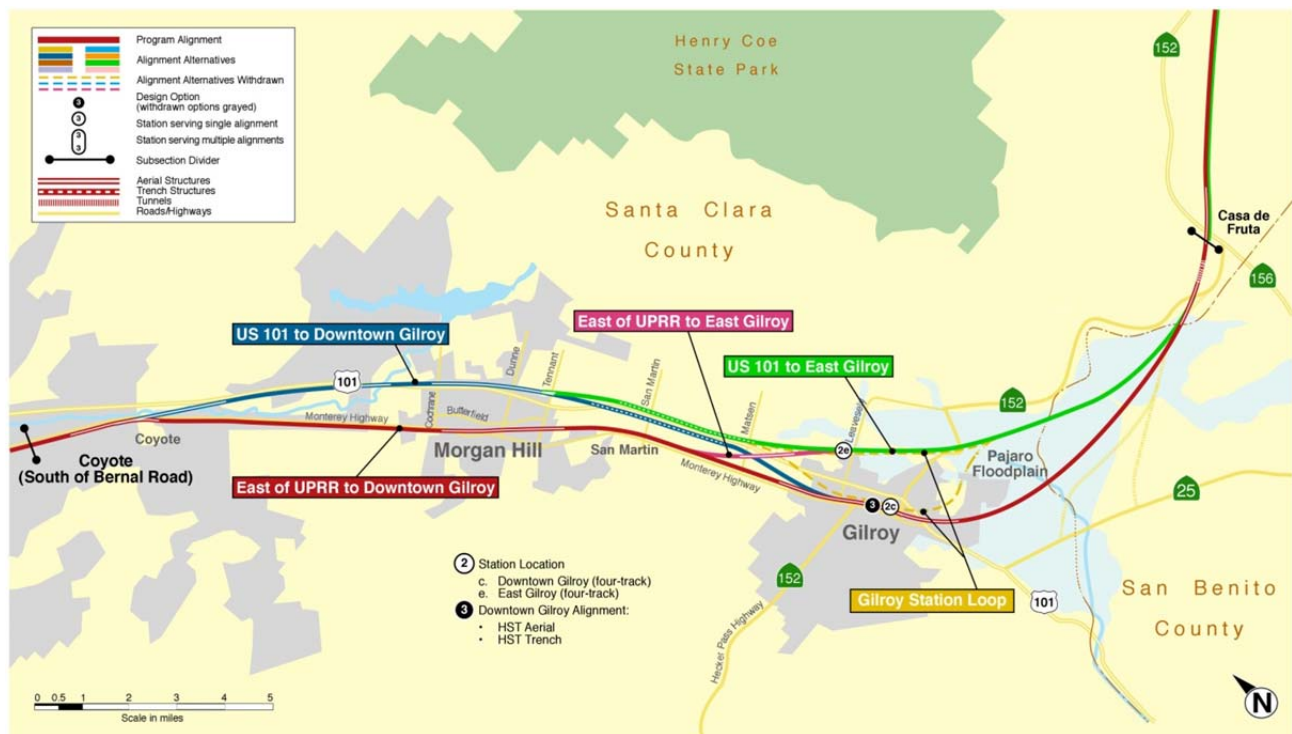


Figure 2-2: Previously Concurred Upon Alignment Alternatives – Pacheco Pass Subsection

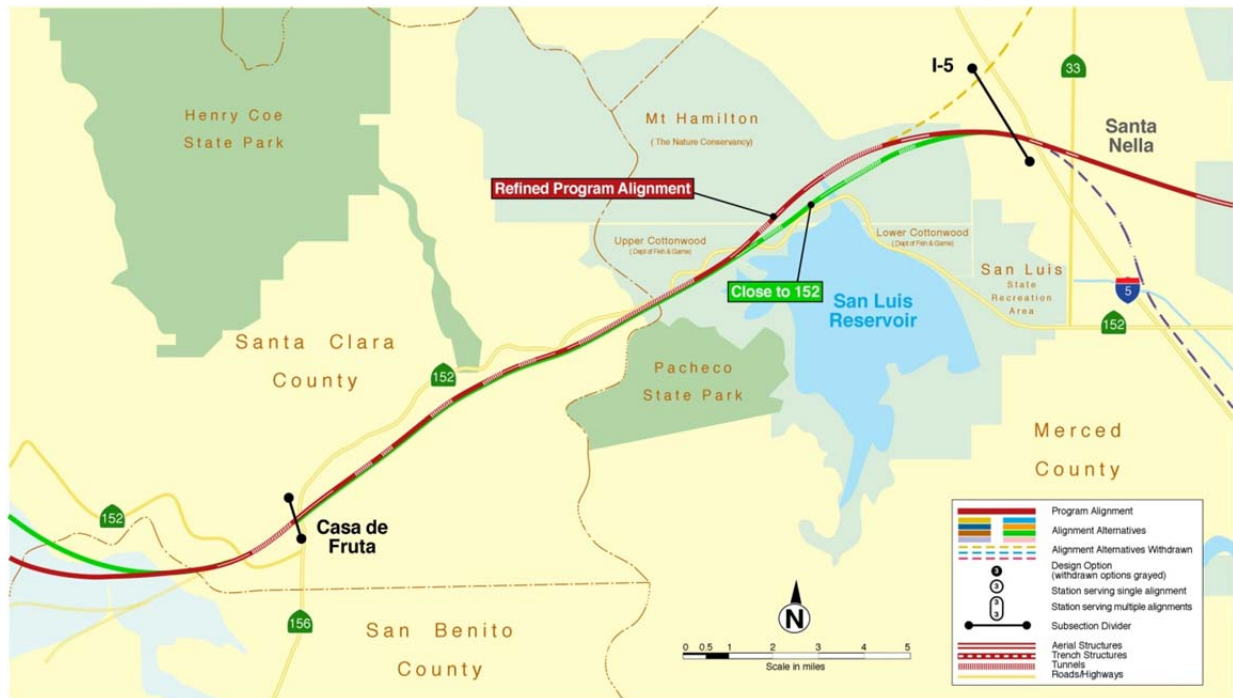
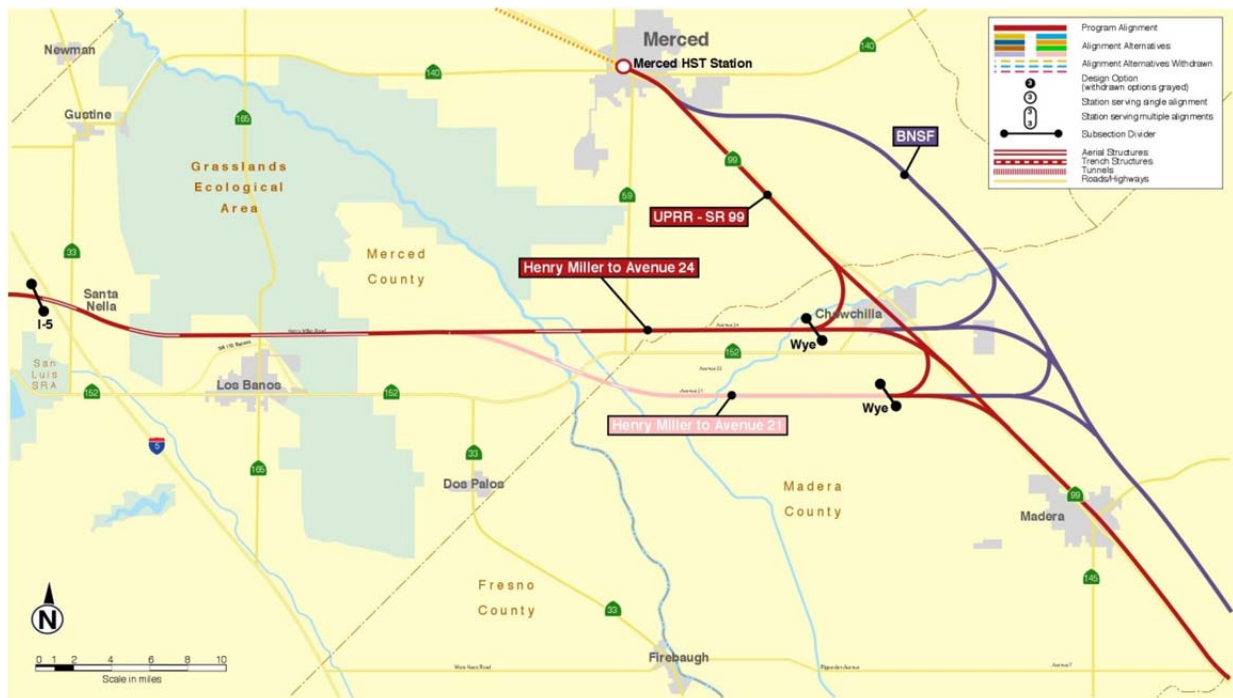


Figure 2-3: Previously Concurred Upon Alignment Alternatives – San Joaquin Valley Subsection



2.2 Recommendations regarding New Alignments, Design Options, and Station Locations

Morgan Hill to Gilroy Alignments

Two alignment alternatives have been modified in the Holsclaw Road area to avoid historic properties and a wildlife area: East of UPRR to East Gilroy and the US 101 to East Gilroy.

- **At-Grade Option**

At the request of the City of Morgan Hill, an at-grade alignment design option has been developed. The proposed Morgan Hill at-grade alignment option would sit on a low retained-fill embankment, with cross streets depressed under both the HST and UPRR. Roadway access and network continuity would be maintained for the major cross streets of Main Avenue, East Dunne Avenue, San Pedro Avenue, and Tennant Avenue with connections to Monterey Road and Butterfield Boulevard through Downtown Morgan Hill. The main constraints in achieving a fully at-grade alignment are the proximity of the parallel arterials of Monterey Road and Butterfield Boulevard. These two arterials are close enough to the HST alignment that providing direct cross street underpasses makes it necessary for the HST to be on a low embankment, with the UPRR co-located on the same embankment. This configuration would require consultation and negotiation with the UPRR.

This at-grade alignment would eliminate UPRR at-grade crossings through Downtown Morgan Hill, thus eliminating UPRR train horns and warning bells at these crossings. This configuration would also maintain major cross street continuity, but some minor local streets would terminate at the underpasses. The low embankment would have less visual impact than the higher aerial configuration but would limit mid-block access across the rail corridor. Figure 2-4 shows a typical partially raised grade separation in San Carlos (Howard Street), while Figure 2-5 shows a typical profile for underpasses at major streets. Figure 2-6 shows a cross-section of HST and UPRR on retained fill, and Figure 2-7 shows a visual simulation of an at-grade alignment in Morgan Hill.

At the request of the City of Gilroy, an at-grade alignment design option has been developed. The same design process and constraints for Downtown Morgan Hill hold true for Downtown Gilroy. The HST and UPRR would need to be co-located on a low retained fill-embankment with underpasses provided for the cross streets of Leavesley Road, IOOF Avenue, Lewis Street, 6th Street, Old Gilroy Street, 10th Street, and Luchessa Avenue. The close proximity of the Monterey Road and Alexander Street parallel routes require that HST and UPRR be co-located on a low retained-fill embankment to allow the cross streets to be depressed under the tracks and connect at the parallel roads. As with Morgan Hill, coordination and negotiation would be required with the UPRR.

Figure 2-4: Typical Low Embankment and Underpass Configuration in Caltrain Corridor



Figure 2-5: Typical Underpass Profile

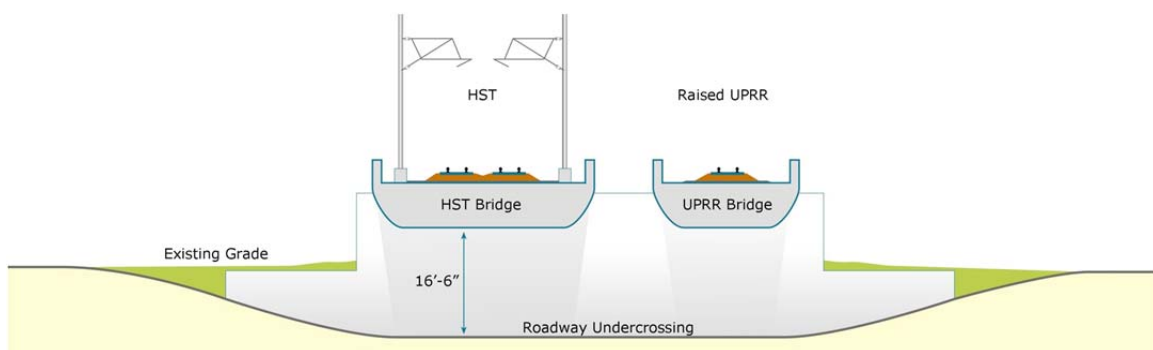


Figure 2-6: Cross Section – At-grade Alignment on Retained Fill

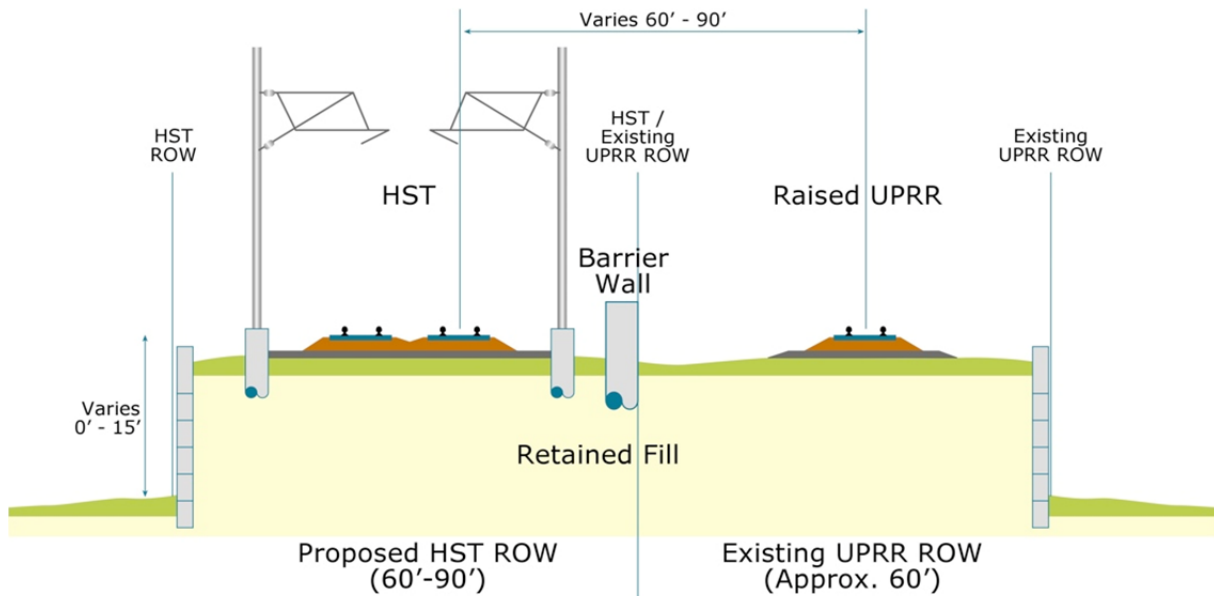


Figure 2-7: Visual Simulation of Low Retained-Fill Embankment in Morgan Hill



Although the same benefits and concerns for Downtown Morgan Hill hold true for Downtown Gilroy, the design of an at-grade alignment is more challenging through Gilroy. The parallel streets are closer to the HST corridor, and there are more frequent cross streets. This results in the need to raise the at-grade alignment on a retained fill up to 15 feet.

In the unincorporated town of San Martin, the HST alignment would be on a low embankment similar to the Union Pacific track. San Martin Avenue would be grade separated with a fully depressed underpass on a new alignment around the town's center. Note that the at-grade option would also be included in Downtown Gilroy for the US 101 to Downtown alignment alternative.

- **Partially Covered Trench Option**

It is recommended that the Authority work with the City of Gilroy to develop a Partially Covered Trench design option for East of UPRR to Downtown Gilroy and the US 101 to Downtown Gilroy taking into account Fire/Life/Safety and ventilation requirements.

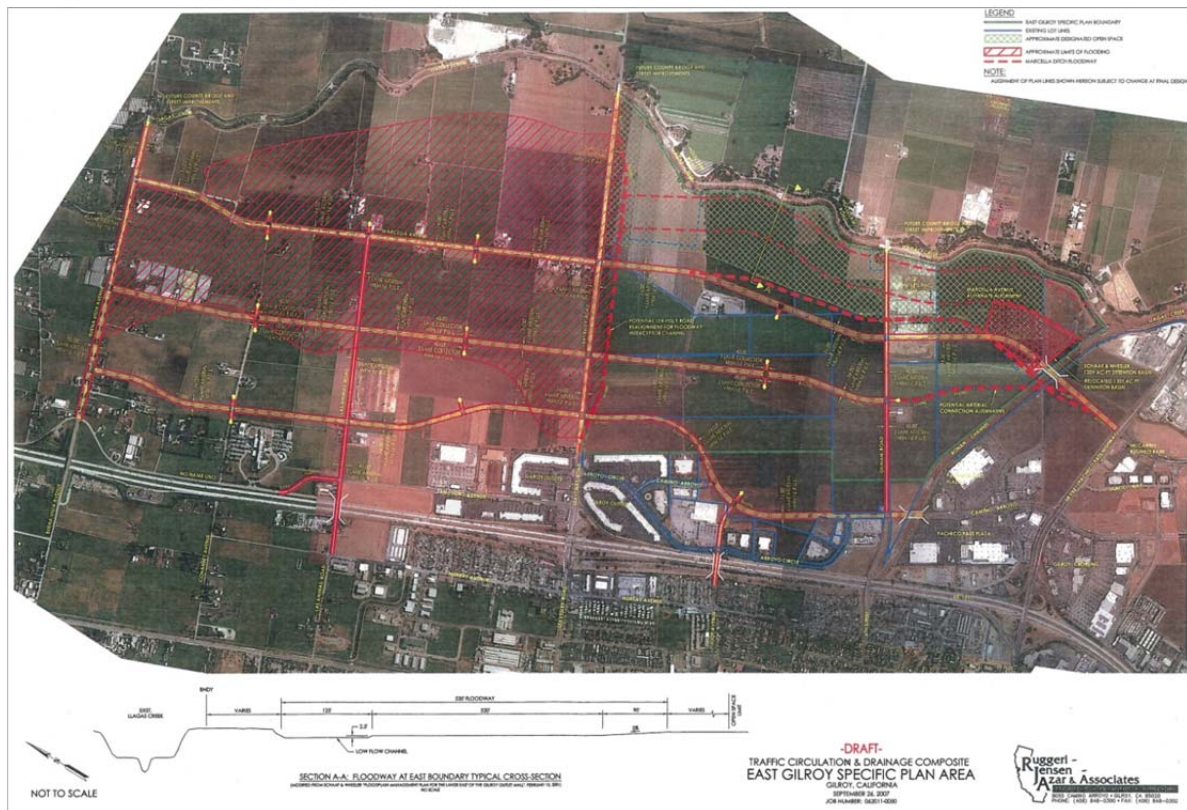
The East of UPRR to Downtown Gilroy, the US 101 to East Gilroy, the US 101 to Downtown Gilroy, and the East of UPRR to Downtown Gilroy alignment alternatives are recommended to be carried forward for further consideration. Design options in Morgan Hill include aerial and a new at-grade design. Design options in Downtown Gilroy include aerial, new at-grade option, trench, and partially covered trench.

- **East Gilroy (Leavesley Road) Station Aerial Option**

Two HST alignment alternatives in the Morgan Hill to Gilroy subsection pass to the east of Gilroy, with a station just to the north of Leavesley Road: US 101 to East Gilroy and East of UPRR to East Gilroy alignment alternatives. They were developed to provide an alternative that bypassed downtown Gilroy but served the city and surrounding region with a station accessible from US 101. The alignments, as included in the Preliminary AA Report, are at-grade on a low embankment.

The alignment of the HST in the East Gilroy station area is just east of the Gilroy Premium Outlets and is skewed to both the existing roadways and the future road network proposed by the City of Gilroy and Santa Clara County. HST on a low embankment in this area would require existing and future roads to be either grade separated, closed or re-routed.

In response to the City of Gilroy's concerns about the effects that an at-grade HST alignment could have on the existing and planned future roadway network (specifically between Buena Vista Avenue and Pacheco Pass Highway as shown on Figure 2-8), an aerial alignment option in the east Gilroy area was developed in the East Gilroy (Leavesley Road) Station area. The team is currently in close coordination with both the City of Gilroy and Santa Clara County in determining modifications to the existing roadway network, and accommodations of the future roadway network to best accommodate circulation needs. The future roadway network has also been discussed with the public at public workshops in South Santa Clara County.

Figure 2-8: East Gilroy Specific Plan Area

The City of Gilroy's future road network is a conventional grid layout proposed years before the HST East Gilroy alignment alternative was developed. The at-grade option would accommodate the existing and proposed future road network with either over or under passes. Also, it would be designed to minimize and/or mitigate impacts due to flood issues. An aerial alignment in this area would largely eliminate concerns of diminished roadway access or network continuity by "flying" over the future grid. An aerial alignment could also reduce flood plain issues that an at-grade alignment could generate. The aerial alignment, however, would introduce potential visual impacts. Figure 2-9 shows the existing and possible future east Gilroy roadway network for an aerial station.

Therefore, the majority of both the US 101 to East Gilroy and East of UPRR to East Gilroy alignment alternatives remain unchanged from the Preliminary AA, although modified somewhat to avoid historic structures in the Holsclaw Road area and the San Felipe Wildlife Refuge to the east. A new aerial alignment design option has been developed near the station for these alternatives.

Figure 2-9: Existing and Possible Future East Gilroy Roadway Network for an Aerial Station



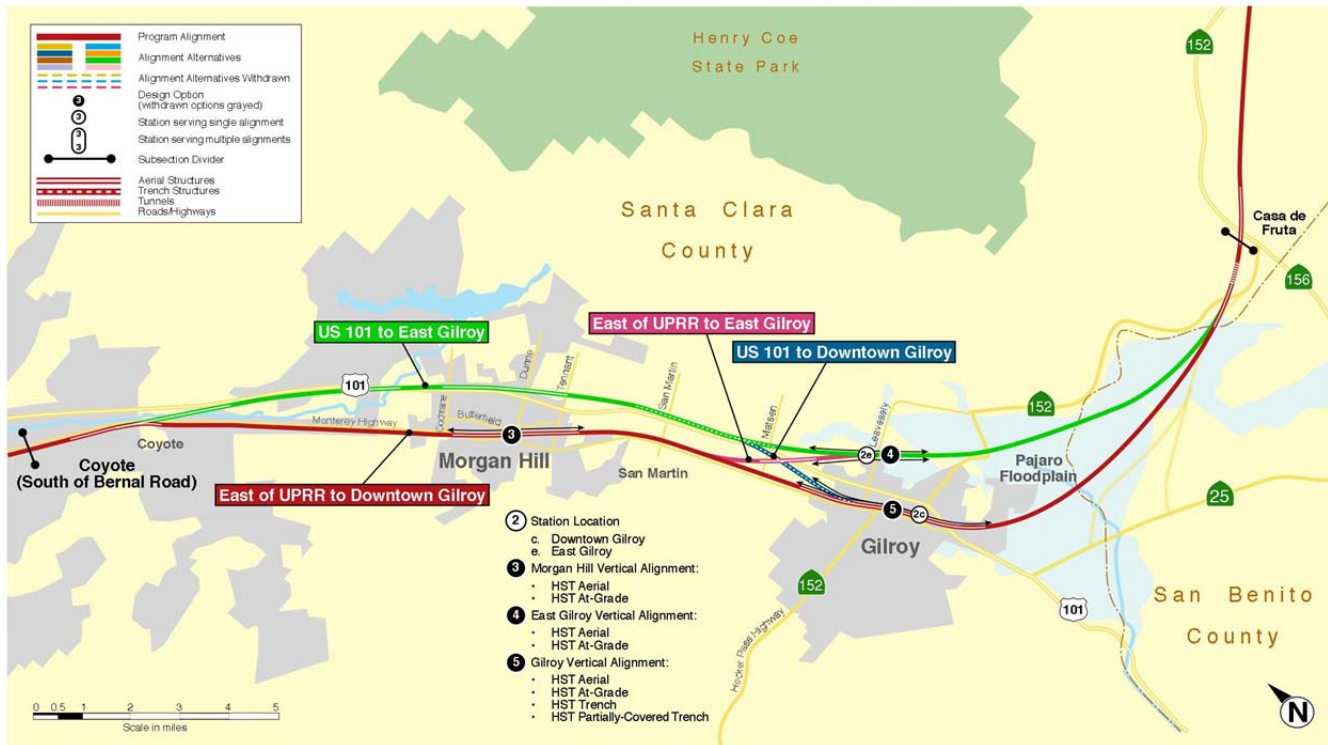
With the addition of the at-grade option for the East of UPRR to Downtown Gilroy and US 101 to Downtown Gilroy alignment alternatives, the following alternatives in the Morgan Hill to Gilroy subsection are recommended to be carried forward for further consideration in the Draft EIS/EIR. New design options since the Preliminary AA are shown in bold. Figure 2-10 shows the Morgan Hill to Gilroy alignments and design options recommended to be carried forward into the environmental review.

Alignments and Design Options in the Morgan Hill to Gilroy Subsection

- East of UPRR to Downtown Gilroy
 - Aerial
 - Trench in Downtown Gilroy (design options: open or **partially covered**)
 - **At-Grade in Morgan Hill and Gilroy**
- East of UPRR to East Gilroy
 - At-grade
 - **Aerial (in East Gilroy station area)**
- US 101 to Downtown Gilroy
 - Aerial
 - Trench in Downtown Gilroy (design options: open or **partially covered**)
 - **At-Grade (in Gilroy)**
- US 101 to East of Gilroy
 - At-grade
 - **Aerial (in East Gilroy station area)**

- Stations
 - Downtown Gilroy Station: (Aerial, **At-Grade**, and Trench)
 - East Gilroy Station (At-Grade and **Aerial**)

Figure 2-10: Morgan Hill to Gilroy Alignment Alternatives Carried Forward



Pacheco Pass Alignments

The Refined Program Alignment Alternative and Close to 152 Alignment Alternative evaluated in the Preliminary AA (Figure 2-11) have been refined during 15% design to avoid potential landslide areas in the western portion of the Pass. Both are recommended to be carried forward into the EIR. Retaining both will better enable future discussions with the State Department of Water Resources regarding impacts to the San Luis Reservoir, dam safety, water quality, and environmental impacts related to the construction of a large embankment in Cottonwood Bay. The embankment is necessary to cross the active Ortigalita fault line per HST project seismic safety criteria.

Figure 2-11: Pacheco Pass Alignment Alternatives Carried Forward



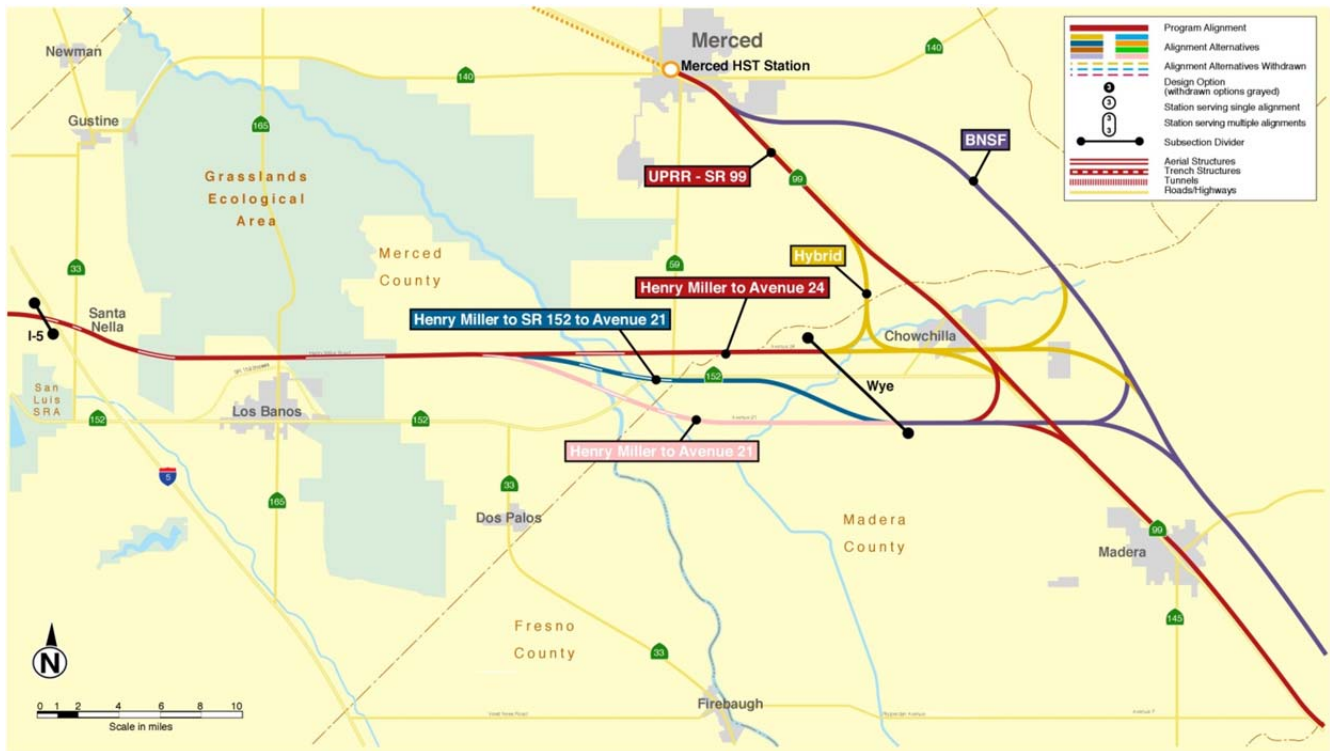
San Joaquin Valley Crossing Alignments

For the San Joaquin Valley subsection, the Henry Miller to Avenue 24 and Henry Miller to Avenue 21 Alignment Alternatives are unchanged from the Preliminary AA and are recommended to be carried forward for further consideration.

Concerns have been expressed by citizens of Los Banos, Dos Palos, Chowchilla and Merced area, by Preserve Our Heritage, by Nisei Farmers League, and by other farming and agricultural representatives regarding potential impacts from HST to agricultural land and business. In response to their stated preference for an alignment alternative that would follow SR 152 (an existing four-lane divided highway), the Authority has developed a new alignment alternative adjacent to SR 152. This alignment alternative, called the Henry Miller Road/SR 152/Avenue 21 Alignment Alternative, would follow the same alignment as the other two Henry Miller alternatives from Santa Nella east to Elgin Road. At Elgin Road, it would swing south to follow the SR 152 corridor by crossing the SR 152/SR 59 interchange on an aerial structure and then descending back to grade. The HST would run parallel to SR 152 for approximately 4½ miles, about 450 feet to the south to allow for future reconstruction of SR 152 with interchanges. Some intersecting roads would be closed, and others would pass over the HST on overpasses. At Juniper Road, the alignment would turn south to cross over to Avenue 21, aligning to run parallel to the road on its north side at Road 15, where the subsection would end at the connection to the wye with the Merced to Fresno corridor.

- The new Henry Miller Road /SR 152/Avenue 21 Alignment Alternative is recommended to be carried forward for further consideration, along with the alignments carried forward from the Preliminary Alternative Analysis – Henry Miller to Avenue 24 and Henry Miller to Avenue 21 Alignment Alternatives (shown on Figure 2-12). The Authority will continue to work with the community to seek out additional feasible alternatives for the wye connection.

Figure 2-12: San Joaquin Valley Alignment Alternatives Carried Forward



Wye to Merced

- Refer to Board actions from August 2010 Merced to Fresno Supplemental AA

3.0 RECOMMENDATIONS

The staff makes the following recommendations to the Board regarding the San Jose to Merced Section. These recommendations are summarized below. Table 3-1 shows the alignment and design options, the Supplemental AA recommendations, reasons, and environmental / other concerns. Changes between the PAA and SAA are bolded. The alignments, design options, and stations recommended to be carried forward are shown in Figure 3-1.

Morgan Hill to Gilroy

- East of UPRR to Downtown Gilroy (Aerial) Alignment Alternative
- **East of UPRR to Downtown Gilroy (At-Grade) Alignment Option**
- East of UPRR to Downtown Gilroy Trench Option (design options: open or **partially covered**)
- East of UPRR to East Gilroy (At-Grade) Alignment Alternative
- **East of UPRR to East Gilroy (Aerial in station area) Alignment Option**
- US 101 to Downtown Gilroy (Aerial) Alignment Alternative
- **US 101 to Downtown Gilroy (At-Grade) Alignment Option**
- US 101 to Downtown Gilroy (Trench) Alignment (design options: open or **partially covered**)
- US 101 to East Gilroy (At-Grade) Alignment Alternative
- **US 101 to East of Gilroy (Aerial in station area) Alignment Option**
- Gilroy Station: Downtown Gilroy (Aerial, **At-Grade**, Trench, **partially covered trench**)
- East Gilroy Station (At-Grade and **Aerial**)

Pacheco Pass

- Close Proximity to SR 152 Alignment Alternative (**refined for potential landslide areas in the western portion of the Pass**)
- Refined Program Alignment Alternative (**refined for potential landslide areas in the western portion of the Pass**)

San Joaquin Valley Crossing

- Henry Miller Road to Avenue 24 Alignment Alternative
- Henry Miller Road to Avenue 21 Alignment Alternative
- **Henry Miller Road/SR 152/Avenue 21 Alignment Alternative**

Wye to Merced

- Refer to Board actions from August 2010 Supplemental AA

Table 3-1: Alignment Alternatives and Station Location Options Considered

ALIGNMENT ALTERNATIVE/STATION LOCATION AND DESIGN OPTIONS	DECI- SION		REASONS FOR ELIMINATION*							ENVIRONMENTAL/OTHER CONCERNS
	Carried Forward	Withdrawn	Construction	Incom- patibility	Right-of-way	Connectivity/ Accessibility	Revenue/ Ridership	Alignment Eliminated**	Environment	
San Jose Station Approach Subsection										
For this Subsection, staff will Report to the Board in the future following completion of Visual Design Guidelines for City of San Jose										
Monterey Highway Subsection										
For this Subsection, staff will Report to the Board in the future following completion of Visual Design Guidelines for City of San Jose										
Morgan Hill to Gilroy Subsection										
East of UPRR to Downtown Gilroy (Program Alignment)	X									Residential/business displacements; Biological, cultural and agricultural resources
• Design Options in Gilroy: (aerial, at-grade , trench, partially covered trench)										
• Design Options in Morgan Hill:(aerial and at-grade)										
US 101 to Downtown Gilroy	X									Residential/business displacements; Biological, cultural, agricultural, parkland and visual resources
• Design Options in Gilroy: (aerial, at-grade , trench, partially covered trench)										
Gilroy Station Loop		X							P	Residential/business displacements; Biological, cultural, agricultural, parkland and visual resources; High capital costs; Community concerns
US 101 to East Gilroy	X									Residential displacements; Biological, cultural, parkland and agricultural resources
• Design Options in East Gilroy station area: (at-grade, aerial)										
East of UPRR to East Gilroy	X									Residential/business displacements; Biological, cultural and agricultural resources
Design Options in Morgan Hill: (aerial, at-grade)										
• Design Options in East Gilroy station area: (at-grade, aerial)										
Notes: *Reason: Primary (P) and secondary (S) reasons for elimination. **Alignment Eliminated column only applies to station locations. If an alignment is eliminated, a specific station location may no longer be necessary.										

Table 3-1: Alignment Alternatives and Station Location Options Considered

ALIGNMENT ALTERNATIVE/STATION LOCATION AND DESIGN OPTIONS	DECI- SION		REASONS FOR ELIMINATION*							ENVIRONMENTAL/OTHER CONCERNS	
	Carried Forward	Withdrawn	Construction	Incom- patibility	Right-of-way	Connectivity/ Accessibility	Revenue/ Ridership	Alignment Eliminated**	Environment		
Morgan Hill to Gilroy Subsection (continued)											
Station Location Options											
Morgan Hill (4-track)		X							P	Visual resources; Agency concerns	
Downtown Gilroy (4-track)	X									Business displacements; cultural and visual resources	
• Design Options: (aerial, trench, at-grade, partially covered trench)											
Downtown Gilroy (2-track)		X							P	Cultural and visual resources	
East Gilroy (4-track)	X									Biological, agricultural and visual resources	
• Design Options: (at-grade, aerial)											
Morgan Hill US 101 at Cochrane (Four-track)		X							P	Agency concerns	
Pacheco Pass Subsection											
Refined Program Alignment	X									Residential / business displacement, biological, agricultural and parkland resources – refined to avoid potential landslide areas in the western portion of the Pass	
Close Proximity to SR 152	X									Residential / business displacement, biological, agricultural and parkland resources – refined to avoid potential landslide areas in the western portion of the Pass	
Notes: *Reason: Primary (P) and secondary (S) reasons for elimination. **Alignment Eliminated column only applies to station locations. If an alignment is eliminated, a specific											

Table 3-1: Alignment Alternatives and Station Location Options Considered

ALIGNMENT ALTERNATIVE/STATION LOCATION AND DESIGN OPTIONS	DECI- SION		REASONS FOR ELIMINATION*							
	Carried Forward	Withdrawn	Construction	Incom- patibility	Right-of-way	Connectivity/ Accessibility	Revenue/ Ridership	Alignment Eliminated**	Environment	ENVIRONMENTAL/OTHER CONCERNS
station location may no longer be necessary.										
San Joaquin Valley Crossing Subsection										
Henry Miller Road to Avenue 24 (Revised Program Alignment)	X									Residential displacements; Biological and agricultural resources; Agency concerns
SR 140		X		S					P	Residential/business displacements; Biological, agricultural & parkland resources; Increased travel time
South of GEA		X							P	Biological, agricultural and parkland resources; Residential/business displacements; Results in additional time and distance with resulting costs and impacts
Henry Miller Road to SR 152		X	P							Constructability issues; Residential/business displacements; Biological and agricultural resources; Agency concerns
Henry Miller Road to Avenue 21	X									Residential displacements; Biological and agricultural resources
Henry Miller Road to Avenue 22		X	P						S	Residential displacements; Biological and agricultural resources; Agency concerns
Henry Miller Road/SR 152/ Avenue 21	X									Residential displacements; Biological and agricultural resources.
Notes: *Reason: Primary (P) and secondary (S) reasons for elimination. **Alignment Eliminated column only applies to station locations. If an alignment is eliminated, a specific station location may no longer be necessary.										

Figure 3-1: Alignment and Station Alternatives to be Carried Forward



APPENDIX A: OUTREACH MEETINGS

CORRIDOR OUTREACH MEETINGS SINCE PRELIMINARY AA		
Corridor Cities		
City of Gilroy Police and Fire Chiefs	June 28, 2010	Discussed safety measures related to train operations and stations.
City of Gilroy Administrator Tom Haglund	September 28, 2010	Provided Preliminary AA update.
City of Gilroy staff	October 18, 2010	Discussed impacts to local roads and traffic.
City of Morgan Hill staff	October 20, 2010	Discussed design.
City of San Jose Department of Transportation	October 27, 2010	Prepared for the November 4 community town hall meeting on high-speed rail.
City of Gilroy staff	December 16, 2010	Presented high-speed train passenger station concepts.
City of Gilroy staff (Don Dey)	December 20, 2010	Discussed the various alternatives.
City of Morgan Hill staff	December 20, 2010	Discussed US 101 to East Gilroy alignment impacts.
City of Gilroy staff	December 28, 2010	Discussed proposed grade separations for at-grade high-speed train alignment option.
City of Morgan Hill staff	January 3, 2011	Discussed downtown Morgan Hill at-grade vertical profile option.
City of Morgan Hill staff	January 14, 2011	Discussion of road network and proposed modifications.
City of San Jose staff	January 14, 2011	Review of plans for the aesthetics and design process.
City of Gilroy staff	February 17, 2011	Discussed refined high-speed train passenger station.
City of Morgan Hill staff	February 23, 2011	Discussed latest downtown Morgan Hill at-grade vertical profile option.
City of Gilroy staff	March 22, 2011	Confirmed direction for downtown Gilroy at-grade vertical profile option.
Local, State and Federal Agency Briefings		
Santa Clara County Roads and Airports Department	June 10, 2010	Provided a presentation on the San Jose to Merced Preliminary AA Report.
Madera County Roads Department	June 15, 2010	Discussed Avenue 21 and 24 alignment design options through Madera County.
Technical Working Group #3: Merced	June 17, 2010	Shared alignment alternatives, station location and design options to local, transportation, and resource agencies throughout the corridor.
Caltrans	June 21, 2010	Presented alternative alignments for San Jose to Merced section, as well as an overall system summary.
Caltrain	June 23, 2010	Discussed proposed alignments for San Jose to Merced section.

CORRIDOR OUTREACH MEETINGS SINCE PRELIMINARY AA		
Technical Working Group #3: Gilroy	June 28, 2010	Shared alignment alternatives, station location and design options to local, transportation, and resource agencies throughout the corridor.
Chowchilla Water District	July 6, 2010	Discussed the district's irrigation distribution system.
Panoche Water and Drainage District	July 7, 2010	Discussed the district's irrigation distribution system.
Central California Irrigation District	July 7, 2010	Discussed the district's irrigation distribution system.
Santa Clara County Roads and Airports and Planning Departments staff	August 16, 2010	Addressed questions and concerns from staff about the San Jose to Merced Preliminary AA Report.
VTA Executive Briefing	July 29, 2010	Discussed the San Jose to Merced Preliminary AA Report, with a focus on Caltrain service, BART impacts, and Gilroy alignments
California Department of Fish & Game, National Marine Fisheries Service, and Fish & Wildlife Service	August 30, 2010	Provided an update on the San Jose to Merced Preliminary AA Report.
Merced-Fresno Technical Working Group: Madera and Merced	September 23, 2010	Provided San Jose to Merced representation at these meetings.
Madera County staff	September 23, 2010	Detailed technical coordination meeting.
Caltrain	October 5, 2010	Reviewed in-progress 15% plans and discussed proposed relocation of Caltrain/UP tracks.
VTA	October 13, 2010	Discussed VTA support in Gilroy station planning.
San Benito County staff	October 14, 2010	Discussed the project with the Airport Land Use Commission, as well as habitat mitigation plans.
U.S. Bureau of Reclamation	October 21, 2010	Provided an overview of the corridor and focused on areas that may impact USBR facilities.
Santa Clara County Roads & Airports Department staff with City of Morgan Hill and Gilroy staff	November 17, 2010	Discussed the road connections/realignments being proposed related to road closures.
Santa Clara Valley Water District	November 18, 2010	Presented the proposed track alignment alternatives and discussed flood control facilities within Santa Clara county.
Santa Clara Valley Water District and U.S. Army Corps of Engineers	November 29, 2010	Discussed top of rail profile grade.
Santa Clara County Parks Department	December 10, 2010	Discussed UPRR alignment alternative, U.S. 101-Downtown Gilroy alignment alternative, countywide trails
Caltrans District 4 & 10	December 10, 2010	Provided project status update.
Caltrans District 4	December 22, 2010	Discussed I-280/SR-87 aerial structure.
Santa Clara County	December 23, 2010	Discussed cross street grade separations through San Martin

CORRIDOR OUTREACH MEETINGS SINCE PRELIMINARY AA		
Caltrans District 10	January 4, 2011	Presented encroachments and discussed Caltrans expectations for future documentation.
Santa Clara County	March 8, 2011	Presented latest downtown San Martin at-grade vertical profile option.
Community		
South County Joint Planning Advisory Committee	June 10, 2010	Provided a presentation on the San Jose to Merced Preliminary AA Report, in particular as it affects Morgan Hill, San Martin and Gilroy.
Los Banos Unified School District	June 17, 2010	Discussed impacts of the project on Volta Elementary School.
Gilroy Chamber of Commerce Government Relations Committee	July 9, 2010	Provided update on project progress and next steps, with focus on the Morgan Hill-Gilroy area.
San Martin Neighborhood Alliance	July 13, 2010	Provided a presentation on the project in the Morgan Hill/San Martin/Gilroy area to approximately 100 stakeholders.
HP Pavilion	July 20, 2010	Provided an update on the status of the San Francisco to San Jose and San Jose to Merced sections' EIR/S processes and their interface at Diridon Station.
Merced County Farm Bureau Board of Directors	July 22, 2010	Provided a status report and discussion of alternative alignments.
Greenbelt Alliance	August 28, 2010	Provided a status report and discussion of alternative alignments.
Gilroy Chamber of Commerce and Business Association	September 7, 2010	Board member Rod Diridon, Sr. gave a presentation on Gilroy area alignment options.
South County Joint Planning Advisory Committee	September 9, 2010	Answered questions about South County high-speed train alternative alignments.
Diridon Station Joint Policy Advisory Board	September 17, 2010	Provided a presentation on the Authority's Station Area Development principles.
Gene Zanger	October 7, 2010	Property owner meeting in Casa de Fruta/Pacheco Pass area.
Tribal Cultural Consultation meetings	October 11-12, 2010	Discussed issues of potential concern regarding proposed construction of the project.
City of San Jose Community Town Hall on high-speed rail	November 4, 2010	Provided a project update and responses to community questions, as well as information on the Cooperative Agreement between the City and Authority.
California Society of Professional Engineers, Monterey Bay Branch	November 18, 2010	Provided a briefing on the project.
Pacheco Pass Property Owners	December 20, 2010	Provided information on the alignments studied in the Pacheco Pass.
Amah Mutsun Tribal Band	January 8, 2011	Presentation to tribe on biology, anthropology, and engineering relating to the project

CORRIDOR OUTREACH MEETINGS SINCE PRELIMINARY AA		
Gilroy Chamber of Commerce Government Relations Committee	January 14, 2011	Focus on economic development opportunities and high-speed rail in South Santa Clara County
Millpond Mobile Homes	January 20, 2011	Provided information on the project to residents.
South Santa Clara County Community Engagement workshop #1: Gilroy	January 25, 2011	Provided information on the evolution of the project in South Santa Clara County, including alignment development.
South Santa Clara County Community Engagement workshop #1: Morgan Hill	January 27, 2011	Provided information on the evolution of the project in South Santa Clara County, including alignment development.
San Jose Visual Design Guidelines Community Working Group North meeting #1	March 7, 2011	Between March and June 2011, the Community Working Group will meet to provide input on the visual design guidelines being prepared by the Authority and City of San Jose.
San Jose Visual Design Guidelines Community Working Group South meeting #1	March 10, 2011	Between March and June 2011, the Community Working Group will meet to provide input on the visual design guidelines being prepared by the Authority and City of San Jose.
Campbell United Methodist Church Men's Club	March 14, 2011	Provided an overview of the statewide project and the San Francisco to San Jose and San Jose to Merced sections.
South County Community Meeting (hosted by Santa Clara County District 1 Supervisor Mike Wasserman)	March 22, 2011	Provided information on the high-speed rail project in South County, including the environmental review process, the current status of the project, and the eminent domain/property acquisition process.
South Santa Clara County Community Engagement workshop #2: Gilroy	March 29, 2011	Provided information on the methodology for evaluating sound and visual impacts and approaches to mitigation.
South Santa Clara County Community Engagement workshop #2: Morgan Hill	March 30, 2011	Provided information on the methodology for evaluating sound and visual impacts and approaches to mitigation.
Elected Officials and Staff		
Santa Clara County Supervisor Don Gage	June 10, 2010	Briefing on the Preliminary AA Report with regards to Santa Clara County.
Madera County Board of Supervisors	June 15, 2010	Discussed Avenue 21 and 24 alignment design options through Madera County.
Gilroy City Council Study Session	July 19, 2010	Presented an update to the mayor and council about studies conducted in the Gilroy area.
San Jose City Council	September 14, 2010	Dan Leavitt presented a statement regarding the development of a Cooperative Agreement.
Morgan Hill City Council Study Session	November 3, 2010	Provided an update on the project in regards to the alignments being studied in Morgan Hill.
Roelof van Ark and Morgan Hill, Gilroy joint high-speed rail task force	December 15, 2010	Introduction of Roelof as HSR CEO, discussion of Morgan Hill and Gilroy concerns regarding proposed alignments and station amenities (including parking)

CORRIDOR OUTREACH MEETINGS SINCE PRELIMINARY AA		
Santa Clara County District 1 Supervisor Mike Wasserman (and Santa Clara County Roads & Airports Department)	January 19, 2011	Discussion of project and South County residents' concerns.
Roelof van Ark and Morgan Hill, Gilroy joint high-speed rail task force	January 25, 2011	Follow-up discussion from 12/15/10 meeting.
Roelof van Ark and Morgan Hill, Gilroy joint high-speed rail task force	April 22, 2011	Follow-up discussion from prior meetings.
Alternatives Analysis Community Open Houses		
Los Banos	June 15, 2010 – Los Banos Police Annex	Shared alignment alternatives and station location options to more than 80 stakeholders.
Dos Palos	June 17, 2010 – Dos Palos Y Service Club	Shared alignment alternatives and station location options to more than 25 stakeholders.
Gilroy	June 28, 2010 – Hilton Garden Inn	Shared alignment alternatives and station location options to more than 90 stakeholders.
Merced	July 15, 2010 – Merced Senior Center	Shared alignment alternatives and station location options to more than 65 stakeholders.
San Jose	July 21, 2010 – Gardner Community Center	Shared alignment alternatives and station location options to more than 65 stakeholders.